

# **TRAFFIC SAFETY AND PARKING COMMITTEE**

## **Consolidated Staff Report**

SAN BRUNO CITY HALL  
City Hall Training Room, Adjacent to Public Works  
567 El Camino Real  
San Bruno, California

**WEDNESDAY, December 6, 2006 – 6:00 PM**

### **OLD BUSINESS**

**The Jenevein Avenue at Cunningham Way traffic lane taper and the SamTrans bus stop combination (In the previous report, Jenevein Avenue was mistakenly called Whitman Way.):**

Staff has requested a red curbing extension, which was continued to this meeting, pending staff research of the accident rate, curb parking use and the bus time table. (Whitman Way begins east of the Shelter Creek Lane intersection.)

Staff has determined that there have been no accidents this year in the area of the lane merger, bus stop combination, and the area of Jenevein Avenue considered for the red curb extension eastward. Nevertheless, three accidents have occurred this year to date, at some short distance from the intersection of Cunningham Way and Jenevein Avenue, but not in the actual intersection or the area where the red curb extension has been requested.

Regarding parking on the north side of Jenevein Avenue in the area considered for red curb extension, Engineering staff has observed one vehicle parked a few feet east of the requested red curb extension area at about 9 pm on a weekday. Furthermore, routine police patrols recorded no parking in the requested red curb area in the late evening hours of two weekdays and two weekend days.

According to the SamTrans schedule, Bus No. 141 arrives at the bus stop near the intersection of Jenevein Avenue and Cunningham Way on weekdays, generally every 30 minutes between 6:31 AM and 7:01 PM. There is no Saturday, Sunday or Holiday bus service.

### **NEW BUSINESS**

#### **A. Audible pedestrian signal retrofit program and Capital Improvement Program (CIP)**

Audible pedestrian signal retrofit request for the pedestrian crossing over El Camino Real at the traffic signal at Jenevein Avenue. This request was made by Mr. Nick Lopez,

who on several occasions observed a pedestrian, believed to be visually impaired, experience difficulty while crossing El Camino Real.

Staff has contacted Caltrans, which provided a contact source for evaluation of the need for audible pedestrian signals on Caltrans' signals. This audible signal evaluator was contacted and at an hourly cost to the City could evaluate the need for an audible pedestrian signal. The audible signals cost approximately \$500 per signal, paid by the City. Caltrans has stated that it would install these signals at no labor cost to the City, upon receipt of a favorable report from the audible signal evaluator and City approval to proceed.

No request for evaluation of the need for the audible signal at the El Camino Real at Jenevein Avenue signal has been made by the City. Instead the City staff proposes an audible pedestrian signal retrofit Capital Improvement Program at the traffic signal locations shown on the attached maps (Attachment A). These locations are preliminary and could be revised after further study over several months.

Staff will study these locations and possibly others for pedestrian needs. The above audible signal evaluator could be asked to evaluate the need for audible pedestrian signals at Caltrans signalized crossings.

Staff will base the audible signal retrofit program upon land and locations where there is demand by visually impaired pedestrians to cross streets at existing traffic signals. Land use based crossing needs would be such as residential to business and business to business crossing needs.

Staff asks the TSPC to consider the need to install audible pedestrian signals and recommend additional locations where there is believed to be a need for audible pedestrian signals. The locations for audible signals will be prioritized for installation.

## **B. Request for Four-Way STOP at De Soto Way**

Two residents of De Soto Way have requested traffic calming measures similar to those installed on Cypress Avenue under the Traffic Calming Pilot Project via a letter to the City Clerk dated August 31, 2006. In discussions with staff they have also suggested a four-way STOP at the intersection Bayview Avenue.

Staff Principal Engineer Frans Lind spoke with the residents, visited the site, and reviewed existing guidelines for traffic calming and other applicable traffic design criteria. With regard to the four-way STOP, he found that Bayview Avenue is outside the San Bruno City limits and is actually in Millbrae, so no action will be taken other than to inform the residents that they can take up the matter with the City of Millbrae. With regard to traffic calming measures, the City is currently engaged in the Traffic Calming Pilot Project at Cypress Avenue, and staff will render a report and recommendations to City Council in early 2007. Pending the report, and adoption by City Council of a policy toward new traffic calming installations, no such installations will be made.

**Staff Recommendation:** Staff recommends no action at this time, and removal of this item from consideration by the TSPC.

### C. Schedule for Upcoming TSPC Meetings

<b>Request Date:</b>	<b>Requested By:</b>	<b>Location:</b>	<b>Request:</b>	<b>Scheduled Date:</b>
8/21/2006	Mr. Nick Lopez	Various Locations	Assistance to Identify Possible locations for New Audible Pedestrian Signals.	12/6/2006
9/5/2006	Ms. Alta Evangelist	DeSoto Way at Bayview Ave.	New 4-Way Stop.	12/6/2006
9/1/2006	Petition	San Bruno Ave. at Easton Ave.	New Signal or Stop Sign.	1/3/2007
9/7/2006	Ms. Lum	Portola Highlands.	New Red Curb at Driveway Tips.	1/3/2007
9/21/2006	ACORN	Santa Dominga Ave. at S. San Anselmo Ave.	New 4-Way Stop.	2/7/2007
9/21/2006	ACORN	San Bruno Ave. at 6th Ave.	New Stop Light.	2/7/2007